APPENDIX I

MITIGATION MONITORING AND REPORTING PROGRAM

COUNTY OF PLACER
PLUMPJACK SQUAW VALLEY INN EXPANSION PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM

PROJECT DESCRIPTION

The proposed project is to expand the existing PlumpJack Squaw Valley Inn by constructing a new building, which will include 34 multi-family residential units, 28 lockout units, underground and street level parking, foyer/lobby area, exercise room, and a game room. The 34 units will be broken down into fourteen 2-bedroom flats, fourteen 3-bedroom flats, and six 3-bedroom townhouses. The project is located behind the existing building along Squaw Peak Road. This structure will be six stories (including Mezzanine level) above ground at its highest point, the majority of the building being five stories, with parking located 8 feet below grade at its lowest point. The existing area, for which building is proposed, is a paved parking lot with landscaping and basketball courts. The proposed building will directly abut an existing 20' public utility easement to the rear. This easement, and the sewer line, will be relocated to Squaw Peak Road. The entire new structure will be approximately 152,179 square feet (sf).

The Mitigation Monitoring Plan (MMP) is arranged as a table with five columns: Mitigation Measure, Monitoring Program, Implementation Responsibility, Monitoring Responsibility, and Timing. The Mitigation measure column includes a list of all the mitigation measures identified in the DEIR and FEIR. The Monitoring Program identifies the specific steps that must be taken in order to comply with the mitigation measure. The Implementation Responsibility identifies the entity/department responsible for implementing the "monitoring program." The Monitoring Responsibility identifies the entity/department responsible for ensuring the monitoring program has been completed as specified. Lastly, the Timing indicates at what point in the process the monitoring program needs to be completed. This table is a summary of the progress of implementation.

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
Geophysical Resources				
Mitigation Measure GEO-1a: Site preparation and grading should conform to requirements contained in the Preliminary Geotechnical Report which is attached as Appendix B of this study. The report includes information on site preparation, excavation, compacted fill, utility trench benching and backfill, subsurface drainage, aggregate base for concrete slabs, subgrade and aggregate base for paved areas, and asphalt concrete pavement.	Preliminary Geotechnical Report	Contractor	DPW	Prior to construction
Mitigation Measure GEO-1b: Where fill is necessary, materials should meet the gradation and plasticity requirements listed for "structural fill" in Appendix B of the Preliminary Geotechnical Report in Appendix B. All materials used for structure fill shall be reasonably free of organic material, have a liquid limit less than 25, a plasticity index less than 12, 100% passing the 6-inch sieve, and less than 25 passing the No. 200 sieve.	Preliminary Geotechnical Report	Contractor	DPW	Prior to construction
Mitigation Measure GEO-1c: Foundations should be designed according to the Final Geotechnical Report to be prepared prior to design approval.	Preliminary Geotechnical Report	Contractor	BD DPW	Prior to construction

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
Mitigation Measure GEO-1d: Building will be constructed to UBC standards.	UBC Standards	Contractor	BD	Prior to construction
Mitigation Measure GEO-1e: The Preliminary Geotechnical Report includes preliminary recommendations for deep foundations (driven precast concrete piles or concrete filled steel piles) founded at approximately 35 feet below existing grade. However, other options including ground modification techniques such as vibroflotation columns, should be considered once structural loads are determined.	Preliminary Geotechnical Report	Contractor	BD DPW Director	Prior to construction
Mitigation Measure GEO-2a: Groundwater is not anticipated to affect the proposed underground parking structure provided that floor excavations extend no deeper than ten feet below existing grade. Excavations extending below 10 feet will require a subsurface perimeter drainage system to collect and direct water away from basement walls and foundations and waterproofing applied to the basement walls to limit groundwater infiltration during seasonal highs.	Preliminary Geotechnical Report	Contractor	BD DPW	Prior to construction
Mitigation Measure GEO-2b: Excavation should be performed between May 1 and October 15 of the construction year and should stop during periods of precipitation.	Excavation	Contractor	DPW Director	During construction
Mitigation Measure GEO-2c: Temporary BMPs should be in place during construction periods and during winter months around unstable areas.	Site development	Contractor	DPW	During construction
Mitigation Measure GEO-2d: Foundations should be designed according to the Final Geotechnical Report to be prepared prior to design approval.	Final Geotechnical Report	Project Engineer	BD	Prior to design approval
Mitigation Measure GEO-2e: Final elevations at the site will be planned so that drainage is directed away from all foundations.	Improvement Plans	Project Engineer	DPW	Prior to design approval
Mitigation Measure GEO-2f: A stormwater drainage system is proposed to mitigate impacts to surface water.	Improvement Plans	Project Engineer	DPW	Prior to design approval
Mitigation Measure GEO-3a: Excavations in these materials will need to be properly shored or sloped back to reduce caving and/or sloughing.	Improvement Plans	Project Engineer	DPW	Prior to design approval
Mitigation Measure GEO-4a: Open slope excavation for parking should be excavated at a maximum short-term allowable slope of 1-1/2:1 H:V.	Improvement Plans	Project Engineer	DPW	Prior to design approval
Mitigation Measure GEO-4b: Excavation should be performed between May 1 and October 15 of the construction year and should stop during periods of precipitation.	Improvement Plans	Contractor	DPW	During construction
Mitigation Measure GEO-4c: Temporary BMPs should be in place during construction periods and during winter months around unstable areas.	Improvement Plans	Contractor	DPW	During construction

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
Mitigation Measure GEO-4d: All areas disturbed by construction will be mitigated by stabilizing all previously disturbed areas within the project area and areas disturbed by construction of the proposed project.	Improvement Plans	Contractor	DPW	During construction
Mitigation Measure GEO-4e: All bare dirt areas will be permanently stabilized.	Improvement Plans	Contractor	DPW	During construction
Mitigation Measure GEO-5a: Site preparation and grading should conform to requirements contained in the Preliminary Geotechnical Report attached as Appendix B of this study.	Preliminary Geotechnical Report; Improvement Plans	Project Engineer	DPW	During construction
Mitigation Measure GEO-5b: Where fill is necessary, materials should meet the gradation and plasticity requirements listed for "structural fill" of the Preliminary Geotechnical Report in Appendix B.	Preliminary Geotechnical Report; Improvement Plans	Project Engineer	DPW	Prior to design approval
Mitigation Measure GEO-5c: Foundations should be designed according to the Final Geotechnical Report to be prepared prior to design approval.	Preliminary Geotechnical Report; Improvement Plans	Project Engineer	BD	Prior to design approval
Mitigation Measure GEO-5d: The proposed building will be constructed to UBC standards.	UBC Standards	Project Architect	BD	Prior to design approval
Water Resources				
Mitigation Measure FC-1a: All proposed disturbance within the 100-year floodplain is for the sole purposes to reduce erosion potential to Squaw Creek. The area will be revegetated and stabilized to prevent future erosion problems from this area.	Revegetation/Erosion Stabilization	Project Engineer	DPW	Prior to design approval
Mitigation Measure FC-2a: The new drainage facilities will be designed to have the same or slightly lower peak discharge rate during a 2, 10, 25, and 100-year storm as the existing facilities.	Improvement Plans	Project Engineer	DPW	Prior to design approval
Mitigation Measure FC-2b: Stabilize a portion of the bank north of the proposed project to reduce or mitigate existing sources of erosion or water pollution or to restore the functional value to previously disturbed floodplain areas.	Revegetation/Erosion Stabilization	Project Engineer	DPW	Prior to design approval
Mitigation Measure FC-3a: Grading deeper than 10' shall require a subsurface perimeter drainage system to collect and direct water away from basement walls and foundations.	Improvement Plans	Project Engineer	DPW	Prior to design approval
Mitigation Measure FC-3b: Drainage within the parking structure will be collected in floor drains and discharged to the sanitary sewer.	Improvement Plans	Project Engineer	BD SVPSD	Prior to design approval

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
Mitigation Measure WQ-1a: Design a drainage system that includes a detention basin (lined with an impervious clay admixture soil layer in order to eliminate any potential for infiltration of stormwater into the drinking water aquifer), storm water filtration facilities, and stormwater conveyance to catch and treat stormwater in accordance with RWQCB and Placer County standards prior to being discharged to Squaw Creek.	Improvement Plans	Project Engineer	DPW	Prior to design approval
Mitigation Measure WQ-1b: Provide drainage facilities that minimize drainage concentration.	Improvement Plans	Project Engineer	DPW	Prior to design approval
Mitigation Measure WQ-1c: Provide energy dissipaters at all points where drainage becomes concentrated	Improvement Plans	Project Engineer	DPW	Prior to design approval
Mitigation Measure WQ-1d: All construction sites shall be winterized by October 16 until April 30 to reduce the water quality impacts associated with winter weather as follows: For the sites that will be inactive between October 16 and April 30: • Temporary erosion controls shall be installed; • Temporary vegetation protection fencing shall be installed; • Disturbed areas shall be stabilized; • Onsite construction slash and debris shall be cleaned up and removed; • Where feasible, mechanical stabilization and drainage improvements shall be installed; and • Spoil piles shall be removed from the site. For sites that will be active between October 16 and April 30, in addition to the above requirements: • Permanent mechanical erosion control devices shall be installed, including paving of driveway and parking areas to provide staging areas; and Parking of vehicles and storage of building materials shall be restricted to paved areas.	Improvement Plans	Project Engineer	DPW	During construction
Mitigation Measure WQ-2a: Grading is prohibited any time of the year during periods of precipitation and for the resulting period when the site is covered with snow, or is in a saturated, muddy, or unstable condition.	Monitor precipitation levels	Contractor	DPW	During construction
Mitigation Measure WQ-2b: All material obtained from any excavation work that is not contained within foundations, retaining walls, or by other methods shall be removed from the subject parcel and disposed of.	Excavation	Contractor	DPW	During construction
Mitigation Measure WQ-2c: Replanting of all exposed surfaces, in accordance with the revegetation and slope stabilization plan, shall be accomplished within the first growing season following disturbance, unless an approved construction/inspection schedule establishes otherwise.	Revegetation/Erosion Stabilization Plan	Project Engineer; Contractor	DPW	Prior to design; during construction

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
Mitigation Measure WQ-2d: Soil and construction material shall not be trucked off the construction site. Grading operations shall cease in the event that a danger of violating this condition exists. The site shall be cleaned up and road right-of-way swept clean when necessary.	Excavation	Contractor	BD	During construction
Mitigation Measure WQ-2e: Keep the depth of cuts and fills to the minimum possible.	Improvement Plans	Project Engineer	DPW	Prior to design approval
Mitigation Measure WQ-2f: During grading and construction, environmental protection devices such as erosion control devices, dust control, and vegetation protection barriers shall be maintained.	Improvement Plans	Contractor	DPW	During Construction
Mitigation Measure WQ-2g: Loose soil mounds or surfaces shall be protected from wind or water erosion by being appropriately covered when construction is not active.	Cover Soil Mounds	Contractor	DPW	During Construction
Mitigation Measure WQ-2h: Excavated material shall be stored upgrade from the excavated areas to the extent possible.	Excavation	Contractor	DPW	During Construction
Mitigation Measure WQ-2i: Only equipment of a size and type that, under prevailing site conditions, and considering the nature of the work to be performed, will do the least amount of damage to the environment shall be used.	Excavation	Contractor	DPW	During Construction
Mitigation Measure WQ-2j: Washing of vehicles or construction equipment, including cement mixers, shall be permitted only in areas where a temporary washout station is provided.	Provide concrete washout area	Contractor	DPW	During Construction
Mitigation Measure WQ-2k: Low Impact Development (LID) principles will be incorporated into the final design of the project to the extent feasible.	Improvement Plans	Project Engineer	DPW	Prior to design approval
Biological Resources				
Mitigation Measure BR-1: Prior to project construction, the applicant shall consider the following measures. 1. Disturbance to the bank of Squaw Creek will be minimized to the maximum extent possible. 2. Construction activities associated with the bank stabilization will be conducted between May 1 and October 15. This window may be adjusted based on current weather patterns at the time of construction (e.g., late season rainfall could postpone the start date, etc.). 3. No work will be conducted within the live stream of Squaw Creek. 4. Standard Best Management Practices (BMPs) will be implemented during construction to avoid and minimize erosion and siltation into Squaw Creek. 5. Permits will be obtained from the Corps, RWQCB, and CDFG prior to a grading permit being issued for the project.	Improvement Plans	Project Engineer; Contractor; Applicant (permits)	DPW PLAN	Prior to Improvement Plan approval; during construction; Post CEQA (permits)

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
Noise				
Mitigation Measure N-1: The project applicant shall use conventional construction materials and techniques to ensure interior noise levels are 45 dBA Ldn or lower. This shall include such techniques as dual paned windows and a minimum of R-13 insulation on exterior walls to help reduce the effects of outside noise.	Building Permit	Project Architect	BD PLAN Director	Prior to Building Permit
Mitigation Measure N-2: Construction contracts shall include the following measures to reduce noise levels during construction activities: a) Noisy construction activities (mobile and/or stationary equipment that use internal combustion engines, pneumatic tools, blasting, pile driving) shall not be conducted on weekends, between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, and/or during weeks preceding and following the Memorial and Labor Day Weekends, as well as the week of the Fourth of July (some construction activity would be allowed providing it is not noisy). b) All construction equipment using internal combustion engines shall be in proper tune. c) Stationary equipment shall be sited 200 to 400 feet from sensitive receptors, if feasible. d) Near-surface blasting or impact pile driving shall be avoided to the extent feasible wherever quieter, technically feasible alternatives are available (e.g., pre-auguring or use of vibratory pile drivers). e) Before the beginning of each construction season, the construction contractor shall provide written advanced notification to the operators of all potentially affected off-site noise-sensitive land uses, as well as project residents and store owners, about the general anticipated schedule for construction during that season. f) Before performing any particularly noisy activities (e.g., blasting and/or impact pile driving), notice shall be provided to all residences and businesses located within a 200-foot radius of the project site. Notices shall include specific information about the expected timing of these activities. The construction contractor shall show reasonable flexibility in accommodating affected parties if there are specific, relatively brief time periods of which a major affected party would like to avoid noise disturbance (e.g., due to previously scheduled events), as long as such flexibility does not substantially interfere with the construction project. g) During the ski season, construction-related truck traffic shall be limited to after 10:00 a.m. and before 3:00 p.m. during weekend days or any holiday weekends that include either a Friday or a Monday. Truck traffic shall not be allowed between the hours of 7:00 a.m. to 10:00 a.m. and between 3:00 p.m. and 5:30 p.m.	Construction Activity	Contractor	PLAN	During Construction
Air Quality				
Mitigation Measure AQ-1: • The applicant shall submit to the PCAPCD and receive approval of a Construction Emission/Dust Control Plan prior to groundbreaking. • The project shall provide a plan for approval by the PCAPCD demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx	Improvement Plans	Project Engineer; Contractor; Project Architect	PCAPCD DPW	Prior to construction; prior to design approval

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after treatment products, and/or other options as they become available. • Wet broom or wash streets if silt is carried over to adjacent public throughfares. • An operational water truck shall be onsite at all times. Apply water as needed to comply with PCAPCD Rule 228 Fugitive Dust. • No open burning of material during construction of operation of the project. • The project shall implement an offsite mitigation program, coordinated through the PCAPCD, to offset the project's long-term ozone precursor emissions. In lieu of each individual project implementing its own offsite mitigation program, an applicant can choose to pay an equivalent amount of money into the PCAPCD's Air Quality Mitigation Fund. The PCAPCD provides monetary incentives to sources of air pollutant emissions within the projects general vicinities that are not required by law to reduce their emissions. Therefore, the emission reductions are real, quantifiable and provide long term emission reductions. The offsite mitigation program has been implemented by a number of projects in Placer County and is considered a feasible mitigation measure for this project to implement. • No solid fuel fireplaces/wood burning appliances shall be permitted.				
AQ-2: Twice daily (or more often depending on site specific conditions) watering of disturbed surfaces to minimize fugitive dust and proper maintenance of construction vehicles and equipment to comply with PCAPCD Rule 228. Water used for watering shall not contain constituents that may be harmful in runoff to Squaw Creek or infiltration into the community aquifer. The community aquifer is the sole source aquifer for drinking water supply.	Improvement Plans	Contractor	PLAN PCAPCD	During construction
AQ-3: Asphalt and architectural coatings that comply with PCAPCD Rules 217 and 218, respectively, will be used to minimize ROG emissions.	PCAPCD Rules 217 and 218	Contractor	BD DPW PCAPCD	Prior to design approval
Cultural				
Mitigation Measure CR-1: A qualified archaeological monitor shall be present for all ground disturbing activities that involve selected areas with the highest potential cultural sensitivity (e.g., Squaw Creek vicinity). The remaining portions of the project site would not require a monitor.	Site Construction/ Monitoring	Project Archaeologist	PLAN	During construction
Mitigation Measure CR-1b: During grading of other invasive site construction activities, the contractor shall comply with Section 7050.5 of the California Health and Safety Code which states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined whether or not the remains are subject to the coroner's authority. If human remains are encountered, work should halt within 50 feet of the find and the County Coroner notified	Section 7050.5 of CHSC/Discovery of Human Remains	Contractor/County Coroner	PLAN	During construction

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
immediately. The contractor shall also immediately notify the Placer County Community Development Director. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission with 24 hours of this identification. The Native American Heritage Commission will identify a Native American Most Likely Descendent (Washoe Tribe representative) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.				
Mitigation Measure CR-1c: During construction, if deposits of prehistoric or historical materials are encountered, all work shall halt within 50 feet until an archaeologist can evaluate the findings and make recommendations. The contractor shall immediately notify the Placer County Community Development Director. Prehistoric materials can include flaked-stone tools (e.g., projectile points, knifes, choppers) or obsidian, chert, or quartzite toolmaking debris; cultural darkened soil (i.e., midden soil often containing heat affected rock, ash and charcoal, shellfish remains, and cultural materials); and stone milling equipment (e.g., mortars, pestles, handstones). Historical materials might include wood, stone, concrete, or adobe footings, walls and other structural remains; filled wells or privies; and deposits of wood, metal, glass, ceramics, and other refuse.	Encountering Cultural Resources During Grading	Contractor Project Archaeologist	PLAN	During construction
Hazardous Material				
Mitigation Measure HAZ-1a: If it is determined that contamination is present, the contractor will immediately stop construction and contact the Lahontan Regional Water Quality Control Board. The Regional Board may request an action plan be submitted and may impose conditions of approval.	Encountering Contamination	Contractor	Lahontan RWQCB PCEHS	During Construction
Mitigation Measure HAZ-1b: If contaminated soil or groundwater is present in the project area, it will be removed to non-detect levels and disposed of or treated to acceptable levels according to California and Nevada State law if applicable and Placer County requirements.	Encountering Contamination	Contractor	Lahontan RWQCB PCEHS	During Construction
Housing/Population/Socioeconomics				
Mitigation Measure HPS-1a: Pay in lieu of fees to Placer County for the purpose of helping to develop employee and/or affordable housing in the area.	Pay in-lieu Fees	Applicant	PLAN	Prior to issuance of building permits
Utilities				
Mitigation Measure WAT-1a**:** Will serve letters will be obtained from Squaw Valley Public Service District once they receive ownership of the well prior to construction.	Will-Serve Letters	Applicant	SVPSD	Prior to Construction
Mitigation Measure WAT-1b: Development fees will be paid by developer prior to construction.	Pay Development Fees	Applicant	BD	Prior to Construction

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
Mitigation Measure WAT-1c: A new well will be drilled and equipped to SVPSD and State of California Department of Health Services (CDHS) specifications.	New Water Well Specifications	Project Engineer	SVPSD/CDHS PCEHS	Prior to design approval
Mitigation Measure WAT-1d: A groundwater monitoring system will be implemented using early warning monitoring wells. Observation well OW-1 and the existing irrigation well will be equipped as early warning monitoring wells and will be monitored quarterly in conjunction with other PlumpJack monitoring wells.	Groundwater Monitoring System	Project Engineer	SVPSD PCEHS	Ongoing; post construction
Mitigation Measure WAT-2a: Water lines will be relocated to Squaw Peak Road.	Relocate Water Lines	Contractor	SVPSD	During Construction
Mitigation Measure WW-1a: The existing sewer line will be relocated to Squaw Peak Road.	Relocate Water Lines	Contractor	SVPSD	During Construction
Transportation and Circulation				
Mitigation Measure TRANS-1: The following measures shall be implemented to reduce impacts as a result of the project: Winter Only • Schedule Guest Activities to not conflict with peak traffic demand periods. The management of Squaw Valley Inn shall schedule activities such as guest arrivals/departures and recreational trips outside of Squaw Valley to times other than the PM peak demand period. Additionally, the management shall provide an information/education program to inform guests of the potential delays and congestion during peak traffic periods to discourage automobile trips during this period. • Provide Employee Shift Changes Outside of the Peak Hour Periods. The management of Squaw Valley Inn shall schedule employee shift begin and end times so as not to coincide with peak entering or exiting time periods at the Squaw Valley Ski Area during peak demand periods. Year Round • Provide Transit and Ridesharing Alternatives for Employees. The management of Squaw Valley Inn shall promote rideshare programs that match employees who would carpool with the same work shift times to make carpooling a more viable option. This program shall also consist of employer reimbursement of transit fares for any employees who use the TART system and Squaw Valley shuttles to access the work site. • Provide Transit Alternatives for Guests. The management of Squaw Valley Inn shall provide promotional literature to guests regarding availability of public transit service, the provision of private shuttle services in Squaw Valley and the Lake Tahoe and Truckee areas and offering transit fare reimbursement to guests who use these services. Participate in the Truckee North Tahoe Transportation Management Association. PlumpJack Squaw Valley Inn shall join the Truckee North Tahoe Transportation Management Association (TMA) and participate in on-going discussions regarding a regional traffic management program.	Transportation Management Plan	Applicant	PLAN DPW CCRs	Prior to issuance of building permits CCRs

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
Mitigation Measure TRANS-1b. This project is subject to payment of traffic impact fees as prescribed by the Placer County Road Network Traffic Limitation Zone and Traffic Fee Program (fee program is being updated in conjunction with the Capital Improvement Program for the Tahoe Resort Districts). The current estimated fee is $149,141, however, the actual fee paid will be that in effect at the time payment occurs. This fee is payable prior to the issuance of any Building Permit on any portion of the project. In addition, the Town of Truckee will be impacted by the proposed project, as the proposed project will generate new vehicle trips within the Truckee Town limits along the SR 89 corridor. Therefore, the project's fair-share cost contribution toward capital projects along the SR 89 corridor was estimated. Specifically, fair-share contributions should be made toward funding of the improvements at the SR 89/Union Pacific Railroad under crossing ("The Mousehole") and the SR 89/I-80 Interchange. The PlumpJack project is estimated to increase the winter p.m. peak-hour total intersection volumes at the SR 89/I-80 Interchange by approximately 0.6 percent, and the two-way traffic volumes through the Mousehole by about 0.9 percent. The Town of Truckee will construct two modern roundabouts at the SR 89/I-80 Interchange. However, according to Placer County staff, the fair-share cost contribution associated with the PlumpJack project for improvements at this interchange should be based on the lower cost to install two signals, which is estimated to be about $175,000. Applying a 0.6 percent fair-share cost contribution yields an estimated fair-share cost contribution from the PlumpJack project of $1,050 toward the SR 89/I-80 Interchange improvements. The Town of Truckee estimates the capacity improvements to the Mousehole will cost approximately $10,000,000. Therefore, the estimated fair-share cost contribution from the PlumpJack project is 0.9 percent of $10,000,000, or $90,000 toward the Mousehole improvements. According to County staff, the project's contributions to projects in Truckee are made in addition to the fee determined by the current County Traffic Fee Program. If better cost estimates for the improvements discussed above are available at the time of payment, these cost estimates should be used to determine the project's fair-share contribution. If the Placer County Board of Supervisors adopts a traffic mitigation fee program or an update to the current traffic mitigation fee ordinance, and the new or updated program recognizes cross-jurisdictional impacts within the Town of Truckee, that action and program will supersede the fair-share contribution requirements of this mitigation measure. Refer to measures TRANS-1a and TRANS-1b.	Pay Traffic Impact Fees	Applicant	DPW	Prior to issuance of building permits
Public Services				
Mitigation Measure FP-1: Fire protection facilities to be constructed including a new fire hydrant and adequate access. The plan was reviewed by Squaw Valley Fire Department which is a department within the Squaw Valley Public Service District, for adequate circulation and facilities.	Provide Fire Protection Facilities	Project Engineer	FD Chief	Prior to design approval

Monitoring Responsibility

BD = Building Division

DPW - Department of Public Works

FD – Squaw Valley Fire Department

PCAPCD = Placer County Air Pollution Control District

PCEHS = Placer County Environmental Health Services

PD = Police Department

PLAN = Planning Department

SVPSD = Squaw Valley Public Services District